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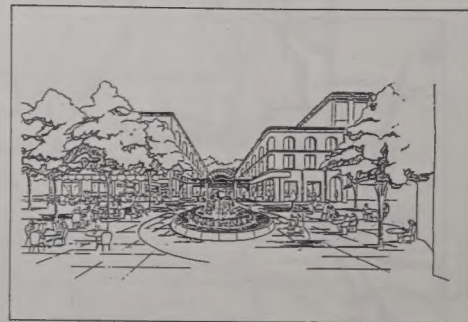
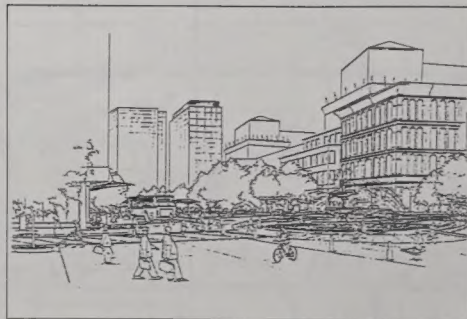
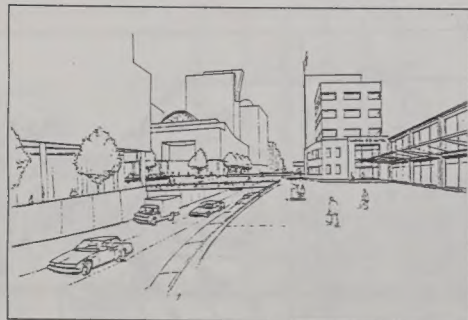
GUIDELINES FOR AN INTEGRATED CENTRAL BUSINESS DISTRICT FOCUS AREA

John Mokrycke
Architect



117 Mountain Park Avenue, Hamilton, Ontario L9A 1A1 • (416) 389-6444 Phone/Fax

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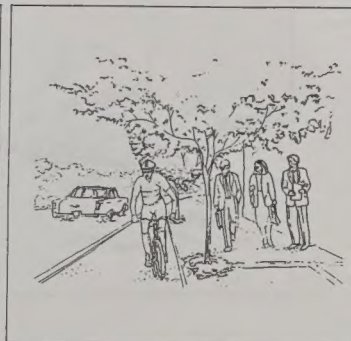
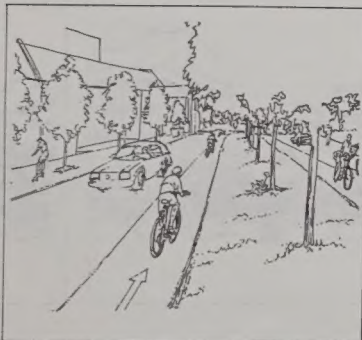
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THE "FOCUS AREA" OF THE CENTRAL BUSINESS DISTRICT (C.B.D.) IS AN AREA BOUNDED BY AUGUSTA STREET TO THE SOUTH, KING WILLIAM STREET TO THE NORTH, JOHN STREET TO THE EAST AND JAMES STREET TO THE WEST. IN THE VERY NEAR FUTURE THIS AREA WILL EXPERIENCE A SERIES OF PHYSICAL CHANGES THAT WILL SHAPE ITS CHARACTER FAR INTO THE CITY'S FUTURE.

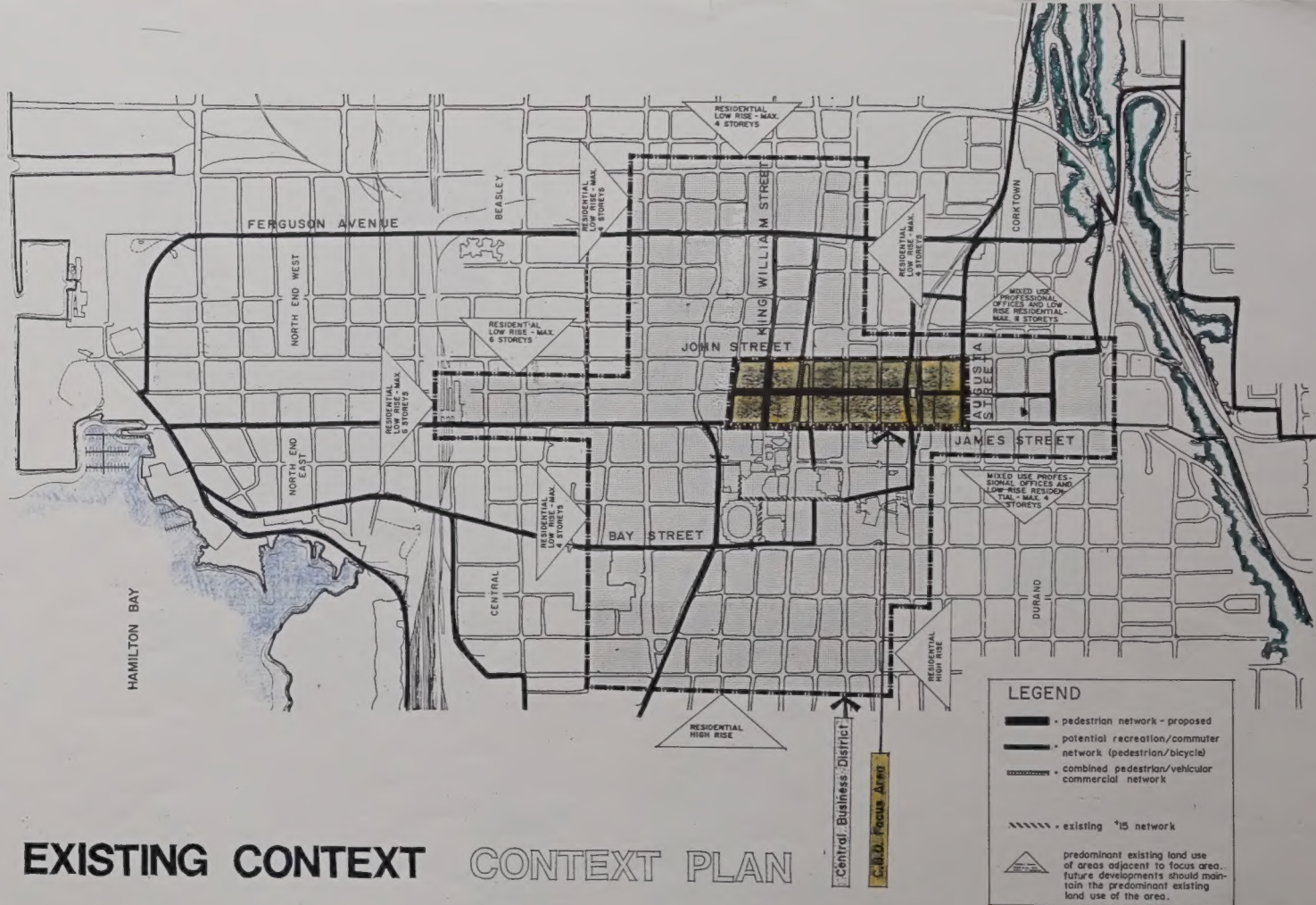
THE OPPORTUNITY EXISTS FOR THIS FOCUS AREA OF THE CENTRAL BUSINESS DISTRICT TO BECOME THE NUCLEUS OF HAMILTON-WENTWORTH, SERVING THE REGION, ADJACENT NEIGHBOURHOODS AND THE TWO GEOGRAPHIC FEATURES TO THE NORTH AND SOUTH.

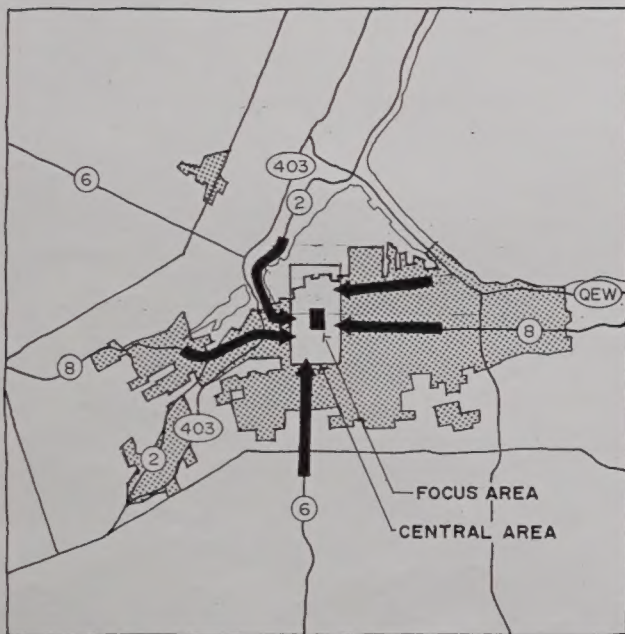
PRESENTLY THE FOCUS AREA IS A LOOSE ASSEMBLY OF STRUCTURES, INHABITED BY DAY AND MAINLY EMPTY BY NIGHT. THE PURPOSE OF THIS STUDY IS:

- A) TO HIGHLIGHT THE UNIQUE POSITION OF THIS REGIONAL NUCLEUS,
- B) OBSERVE THE EXISTING FUNCTIONING CONDITIONS,
- C) REVIEW PROPOSED MODIFICATIONS, SUGGEST REDEVELOPMENT ALTERNATIVES, AND,
- D) RECOMMEND DESIGN GUIDELINES TO ASSIST THIS AND THE C.B.D., IN BECOMING AN INTEGRATED, LIVABLE, SAFE, PEDESTRIAN FRIENDLY, VIBRANT CORE; ADDRESSING THE NEEDS OF EXISTING USERS AND CREATING OPPORTUNITIES FOR NEW PARTICIPANTS.

HAMILTON POSSESSES A UNIQUE AND DRAMATIC GEOGRAPHIC SETTING. HOWEVER, THERE APPEARS TO EXIST A DISCONNECTION BETWEEN THIS CITY'S NATURAL TREASURES AND ITS INHABITANTS. THE WATERFRONT AND ESCARPMENT AREAS HAVE BEEN BATTLEGROUND BETWEEN NATURE AND PROGRESSIVE FORCES SINCE THE BEGINNING OF THIS CENTURY. TODAY AND INTO THE FUTURE THE PROCESS OF RECLAIMING THESE TREASURES FOR PUBLIC USE AND APPRECIATION WILL AGAIN OFFER PREVIOUSLY FORGOTTEN OPPORTUNITIES.

INTRODUCTION

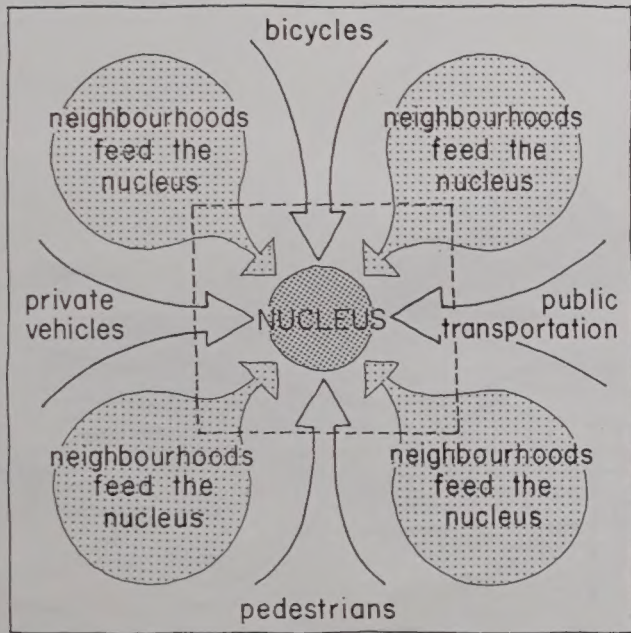




THE FOCUS AREA PRESENTLY PROVIDES AN EXTREMELY EFFICIENT VEHICULAR MOVEMENT NETWORK. WITH SMALL MODIFICATIONS PEDESTRIANS CAN NOT ONLY EFFICIENTLY AND COMFORTABLY NEGOTIATE THE CORE AREA (WITHOUT DISRUPTION TO VEHICULAR PATTERNS), BUT ALSO CONNECT TO THE POTENTIAL PEDESTRIAN NETWORKS THAT CAN BE PROVIDED WITHIN HAMILTON-WENTWORTH'S IMPORTANT GEOGRAPHIC AND NATURAL FEATURES. (NIAGARA ESCARPMENT, CONSERVATION AREAS, HARBOUR FRONT, PARKS, BEACH STRIP, WATERFALLS AND VALLEY CREEKS.)



REGIONAL MOVEMENT PATTERNS



INTRODUCING CLEAR AND COMFORTABLE MOVEMENT PATTERNS FOR ALL USERS WILL ENCOURAGE ACTIVITY WITHIN THE FOCUS AREA. SENSITIVE DEVELOPMENT OF ADJACENT NEIGHBOURHOODS CAN PROVIDE THE CRITICAL RESOURCES NECESSARY FOR A VIBRANT CENTRAL CORE.

PEDESTRIANS, BICYCLES, PUBLIC TRANSIT AND PRIVATE VEHICLES CAN CROSS PATHS WITHOUT SAFETY CONCERNS.

SENSITIVE TREATMENT OF BUILT FORM AT STREET EDGE WILL CREATE PEDESTRIAN FRIENDLY ENVIRONMENTS.

LANDSCAPE TREATMENT ENHANCES TEXTURE AND COMFORT OF URBAN ENVIRONMENTS.



CRITICAL ANALYSIS



HERITAGE BUILDINGS - DESIGNATED OR LISTED



LOW RISE , LOW DENSITY RESIDENTIAL

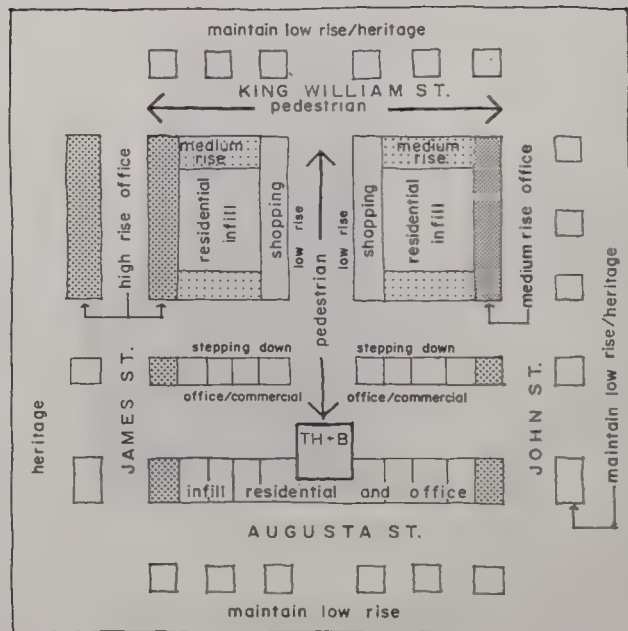


HIGH RISE , HIGH DENSITY RESIDENTIAL



PUBLIC SPACES

DESIGN CONSIDERATIONS

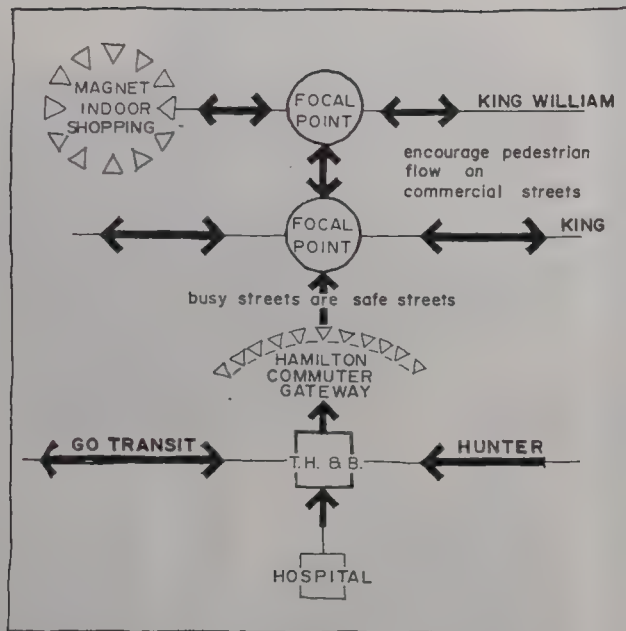


FOCUS AREA SCHEMATIC LAND USE PLAN



CONNECTIONS BETWEEN THE WATERFRONT, THE CENTRAL BUSINESS DISTRICT AND LANDS ABOVE THE ESCARPMENT MUST BE INTRODUCED OR ENHANCED TO ENRICH EACH OF THESE AREAS BOTH PHYSICALLY AND ECONOMICALLY.

HIGHRISE DEVELOPMENT MUST BE CONTROLLED THROUGH CLEARLY DESIGNATED DEVELOPMENT AREAS. AT PRESENT, UNIQUE NEIGHBOURHOODS, VISTAS, AND OPEN SPACES WITHIN THE CENTRAL BUSINESS DISTRICT ARE NOT PROTECTED, DUE TO OPEN ZONING REGULATIONS.

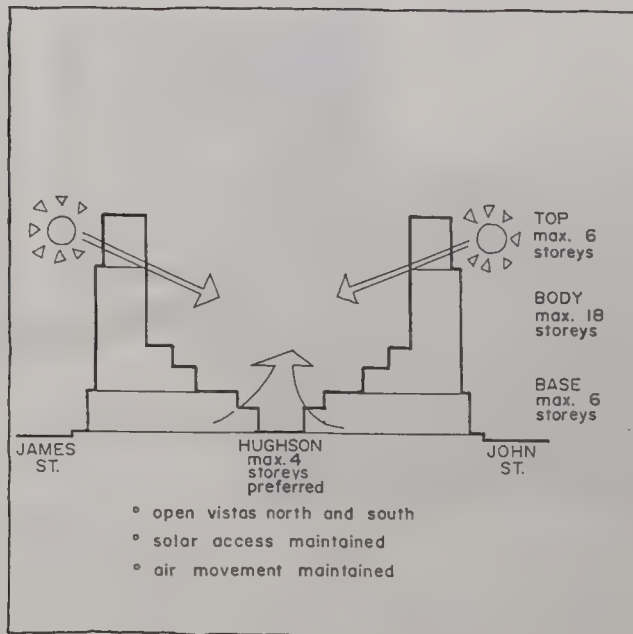


CRITICAL NODES FOR HUGHSON STREET
PEDESTRIAN PROMENADE



TH&B USERS WILL LIVE OR WORK, SHOP AND DINE
NEXT TO THE STATION.

AN ANIMATED URBAN PLAZA OF VISUAL INTEREST AND
HUMAN SCALE WILL PRESENT A WELCOME INTRODUCTION
TO THE URBAN CORE.

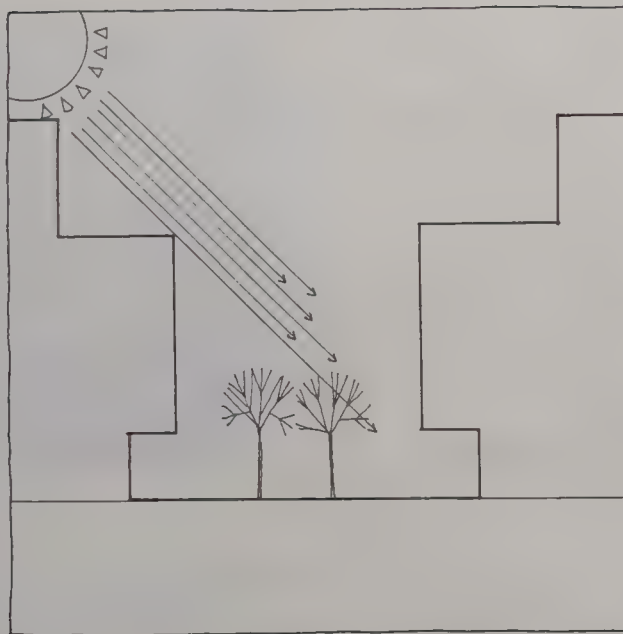


THE FORMAL ARRANGEMENT OF DEVELOPMENT AS IT MEETS THE STREET, HAS A DIRECT IMPACT ON THE QUALITIES OF THAT ROUTE.

SHOULD DEVELOPMENTS ATTAIN MAXIMUM HEIGHTS, IN DESIGNATED AREAS THEIR MASSING MUST BREAK DOWN TO PRESCRIBED HEIGHTS SO AS NOT TO SEVERELY IMPACT ADJACENT AMENITIES, SUCH AS THE HUGHSON STREET CORRIDOR.



HIGHLY ARTICULATED FACADES RESPONDING TO THE STREET, WITH PRESCRIBED SETBACKS AT PREDETERMINED HEIGHTS, INCREASE PEDESTRIAN COMFORT AND STREET INTEREST.



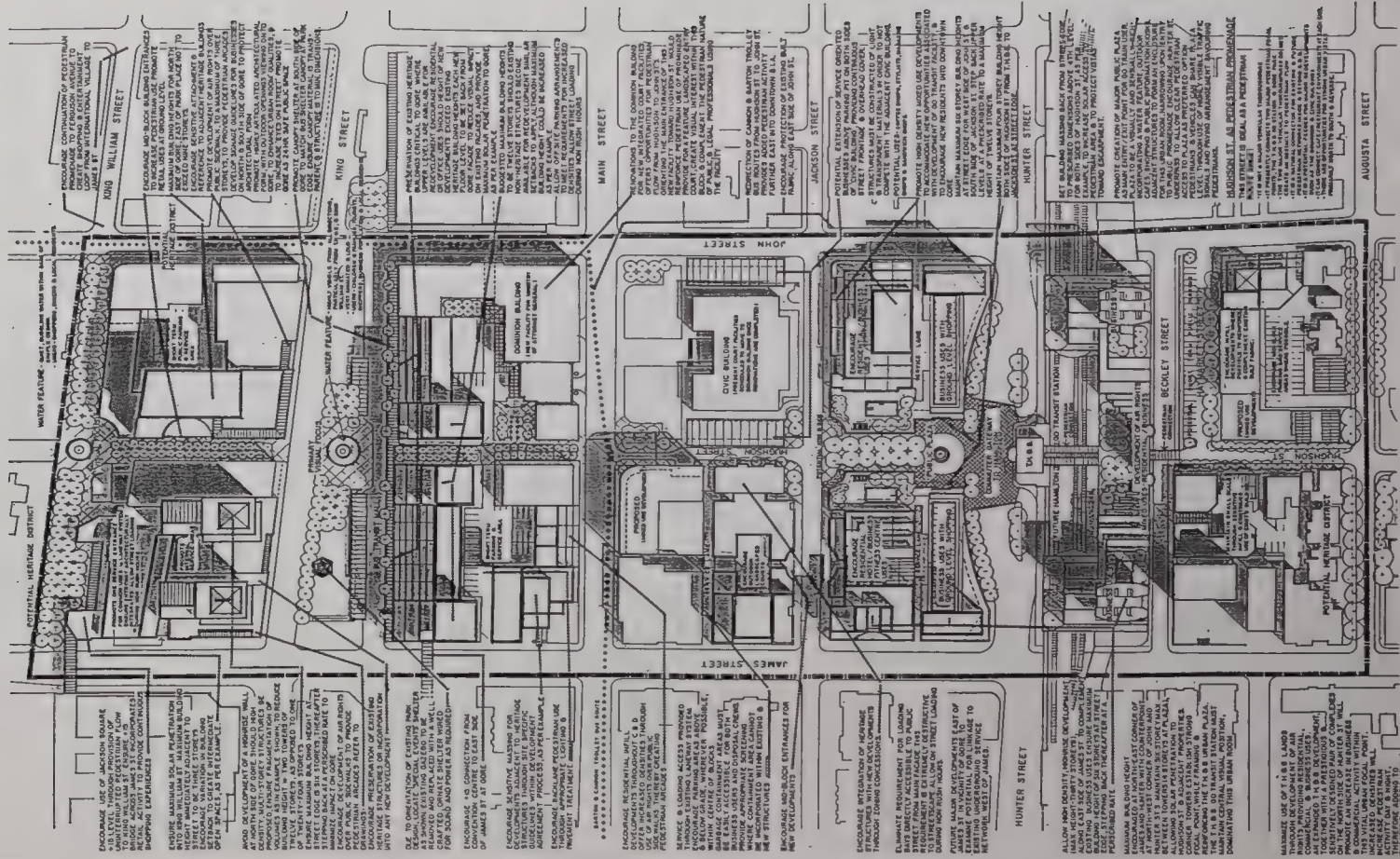
BUILT FORM ARRANGEMENT CRITICAL TO SUCCESS OF
HUGHSON STREET PEDESTRIAN PROMENADE. LOWER
BUILDING HEIGHTS, TREE CANOPIES AND ARCADES
ASSIST COMFORT FACTOR AND THEREFORE PROMOTE USE.



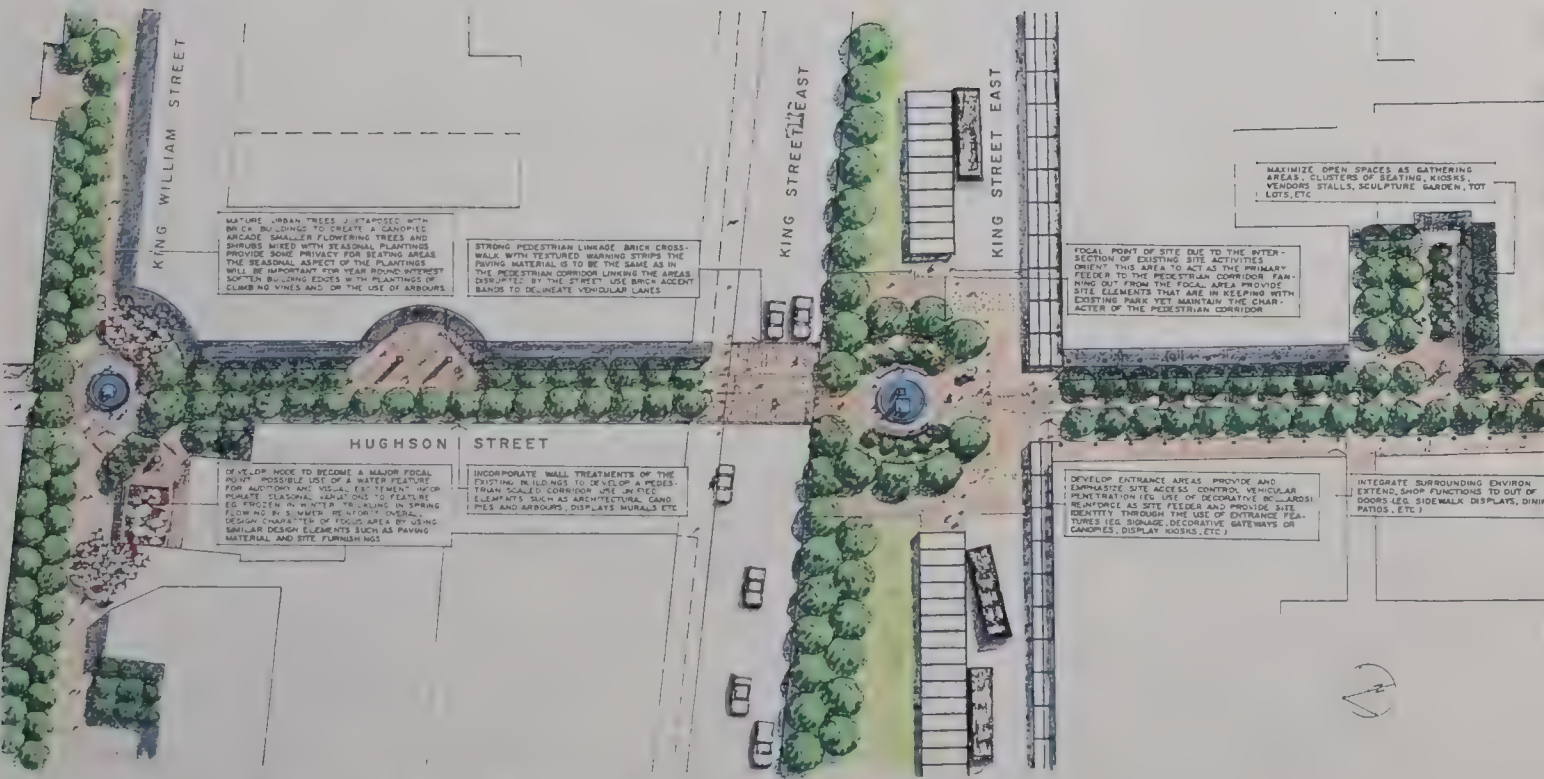
ARCADES PROMOTE STREET USE YEAR ROUND AND
ALLOW POTENTIAL FOR INCREASED DENSITY
INCENTIVES.



**RECOMMENDATIONS
FOR FUTURE DEVELOPMENT**



DEVELOPMENT CONCEPT PLAN



DESIGN GUIDELINES FOR THE DEVELOPMENT - PLAN B

MAIN STREET EAST

JACKSON STREET EAST

HUNTER STREET E.

INTEGRATE SURROUNDING AREAS BY DEVELOPING CIRCULATION LINKS. USE STREET BYTES, SECTIONS AND OPEN SPACES TO INTRODUCE THE DESIGN CHARACTER OF THE SITE AND ACT AS GATHERING POINTS THAT DRAW JOBS INTO THE SITE. USE SIMILAR PAVING MATERIALS AND SITE ELEMENTS TO UNIFY THE FOCUS AREA.

LARGE OPEN PLAZA TO SERVE AS ASSEMBLY AREA FOR CITY FUNCTIONS SUCH AS RALLIES, CONCERTS, SEASONAL Fairs, OUTDOOR EXHIBITIONS ETC. ALSO SERVES AS AN INFORMAL GATHERING AREA. EG. STREET MUSICIANS, CRAFT STALLS, ETC. USE STRONG FEATURES TO DEVELOP SITE CHARACTER AND VISUAL INTEREST.

MAJOR ENTRANCE TO RAILWAY STATION. INCREASE IMPORTANCE BY EXTENDING ENTRY DEVELOPMENT INTO OPEN SPACE. CONTROL VEHICULAR PENETRATION BY INCORPORATING REMOVABLE BOLLARDS OR BARRIERS OR PROVIDING A VEHICULAR UNDERPASS.

FOCAL ELEMENTS ARE TO BE ARRANGED DOWN THE LENGTH OF THE NORTH-SOUTH CORRIDOR TO PROVIDE POINTS OF INTEREST AND DIRECTIONAL MOVEMENT (EG. SCULPTURE, STATUARY, CLOCK TOWER, WATER CHANNELS, AND FOUNTAINS, SEATING AREAS, ETC.).

STRONG ENTRANCE TREATMENT. ENTRANCE-WAY TO LARGE OPEN PLAZA TO BE DEVELOPED. EMPHASIZE SITE ACCESS AND CONTROL VEHICULAR ACCESS. PROVIDE PEDESTRIAN CROSS-WALK USING PAVING TO LINK THE CORRIDOR AREAS.

NORTH-SOUTH PEDESTRIAN CORRIDOR. ROWS OF CANOPY TREES GIVE A SENSE OF ENCLOSURE PROVIDING A MORE INTIMATE SCALE AND REINFORCING THE SITE'S DIRECT GATE FLOW AND CHARACTER. PROVIDE PEDESTRIAN LIGHTING THROUGHOUT THE SITE TO ALLOW SAFE, ENJOYABLE NIGHTTIME UTILIZATION AND TO ESTABLISH THE CORRIDOR AS A MAJOR PEDESTRIAN ROUTE IN THE DOWNTOWN AREA.

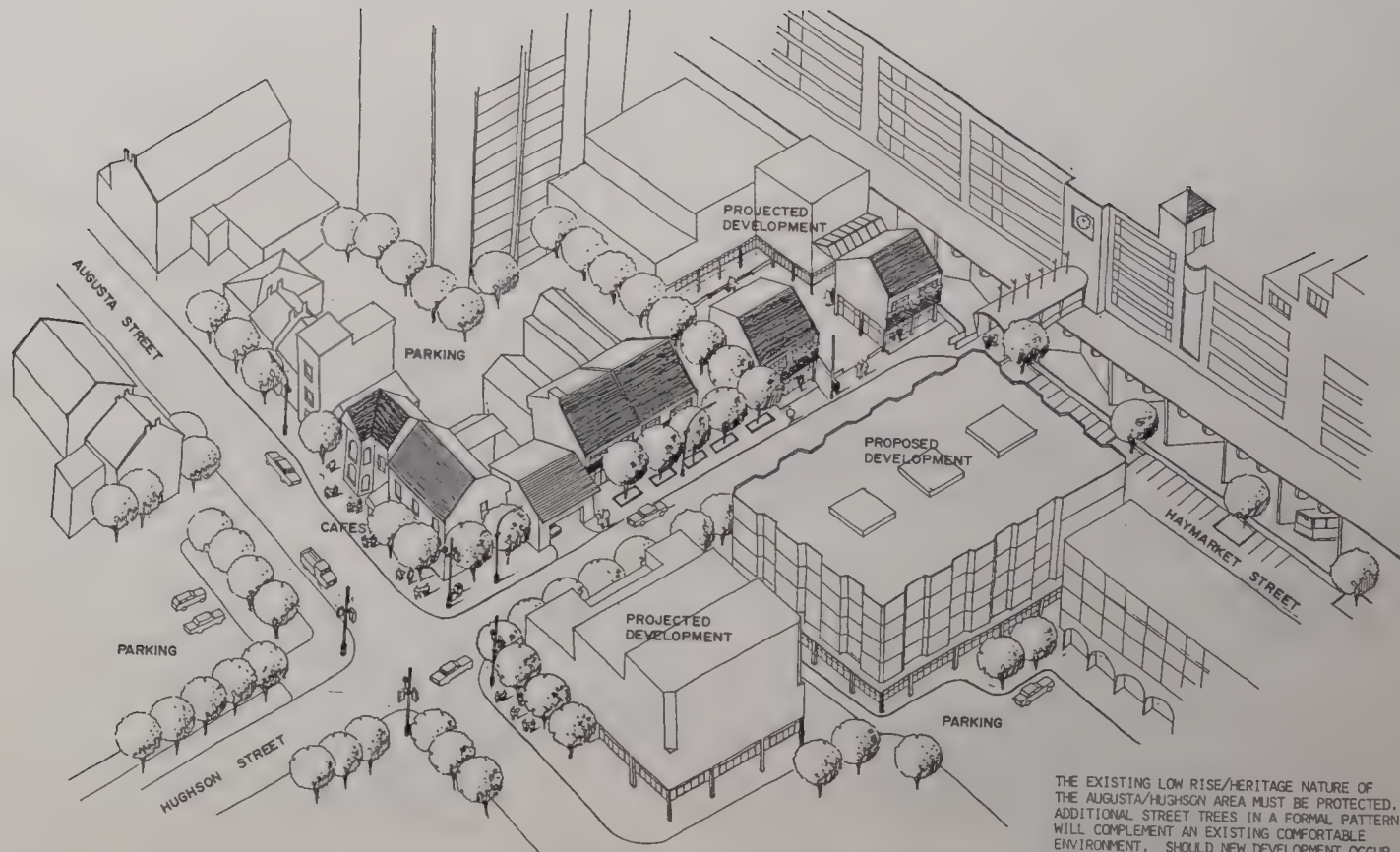
ACCELERATE PEDESTRIAN MOVEMENT FROM SURROUNDING AREAS THROUGH THE USE OF SIGNAGE AND DESIGN ELEMENTS SUCH AS PAVING TEXTURE AND COLOUR. DIRECT PEDESTRIAN AND BICYCLE ROUTES INTO THE SITE. PROVIDE SITE FACILITIES SUCH AS DRINKING FOUNTAINS AND BICYCLE RACKS TO ENCOURAGE USE OF THE AREA.



DESIGN GUIDELINES FOR STREETSCAPING - PLAN A



STREETSCAPE IMAGES



AUGUSTA STREET AT HUGHSON

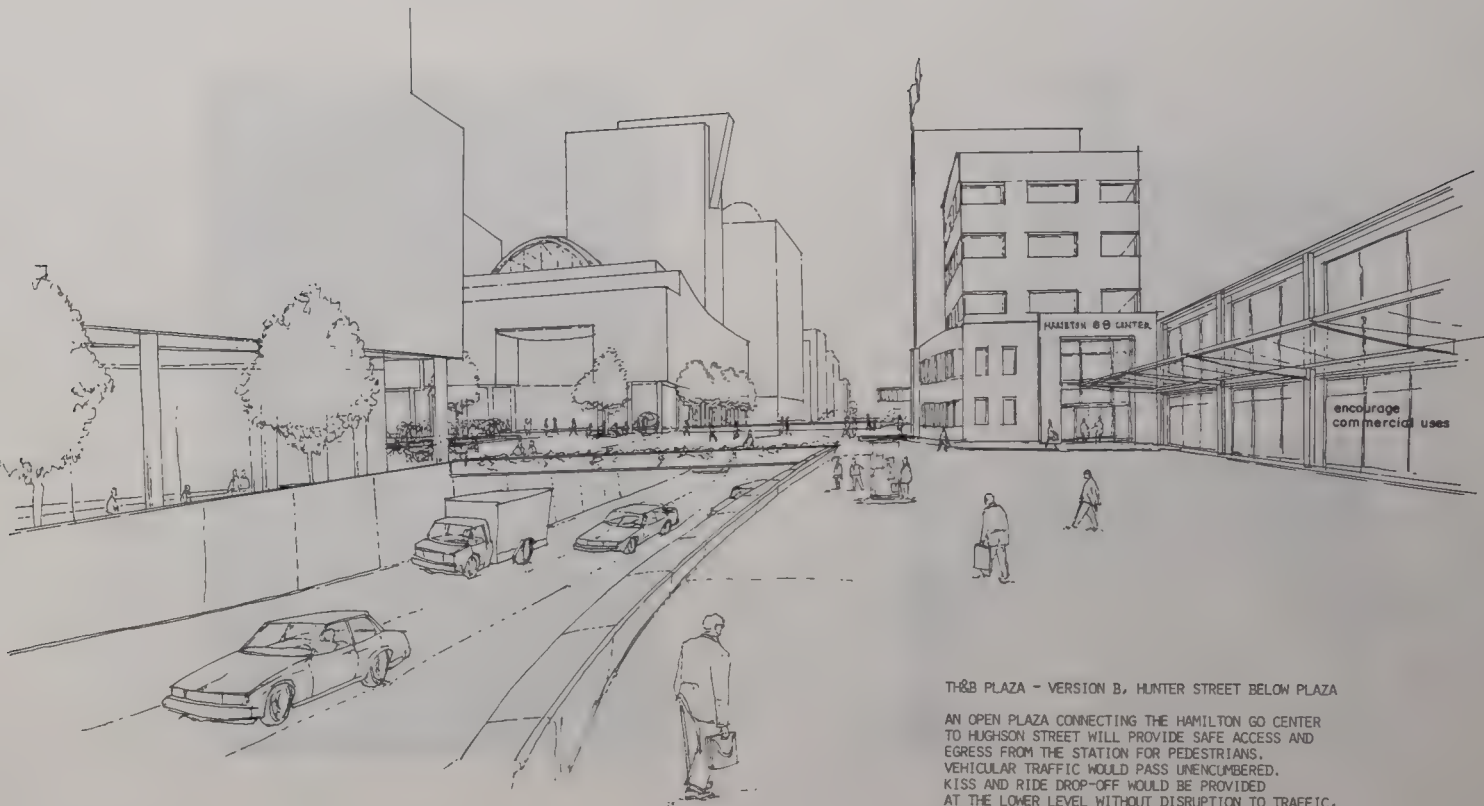
THE EXISTING LOW RISE/HERITAGE NATURE OF THE AUGUSTA/HUGHSON AREA MUST BE PROTECTED. ADDITIONAL STREET TREES IN A FORMAL PATTERN WILL COMPLEMENT AN EXISTING COMFORTABLE ENVIRONMENT. SHOULD NEW DEVELOPMENT OCCUR, REFERENCES TO THE EXISTING BUILT FABRIC SHOULD BE ENCOURAGED.



HUNTER STREET AT HUGHSON VERSION 'A'

TH&B PLAZA - VERSION A, HUNTER STREET AT GRADE

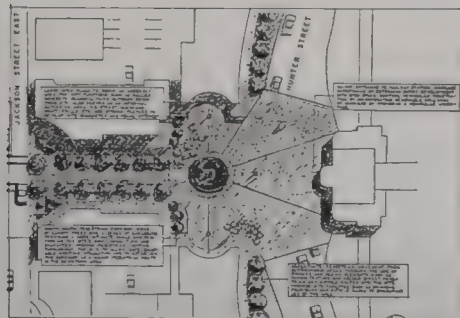
TREATMENT OF PAVING AT HUNTER STREET IMMEDIATELY IN FRONT OF THE HAMILTON GO CENTER SHOULD MATCH PLAZA PAVING TO VISUALLY CONNECT THE PLAZA TO THE BUILDING.



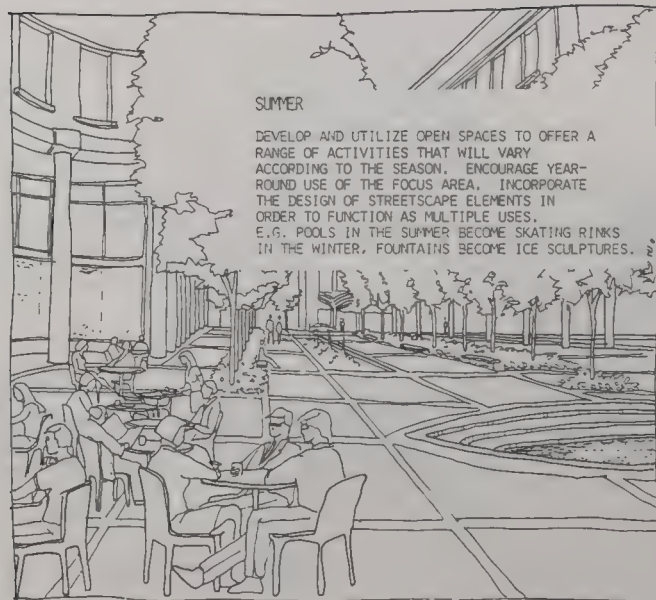
HUNTER STREET AT HUGHSON VERSION 'B'

TH&B PLAZA - VERSION B, HUNTER STREET BELOW PLAZA

AN OPEN PLAZA CONNECTING THE HAMILTON GO CENTER TO HUGHSON STREET WILL PROVIDE SAFE ACCESS AND EGRESS FROM THE STATION FOR PEDESTRIANS. VEHICULAR TRAFFIC WOULD PASS UNENCUMBERED. KISS AND RIDE DROP-OFF WOULD BE PROVIDED AT THE LOWER LEVEL WITHOUT DISRUPTION TO TRAFFIC, WHILE PROVIDING A SAFE AND IMMEDIATE DROP-OFF POINT FOR THE PUBLIC AND PERHAPS PUBLIC TRANSIT VEHICLES.



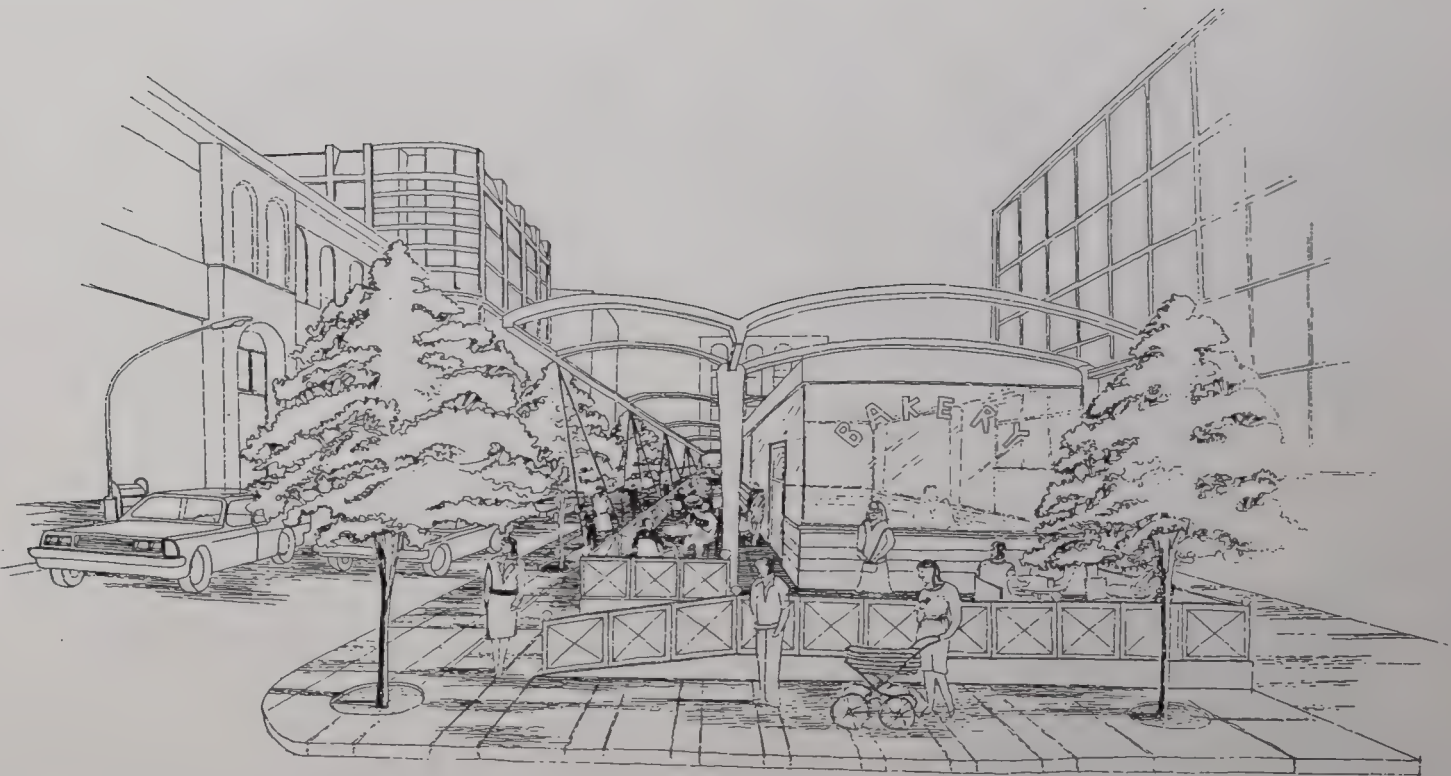
TEMPORARY ACTIVITIES





JACKSON STREET AT HUGHSON
LOOKING SOUTH

A FORMAL ARRANGEMENT OF STREET TREES ARE
SUFFICIENT TO PROVIDE AN INTERESTING PROMENADE,
WHILE REINFORCING FOCAL POINTS ALONG THE ROUTE.

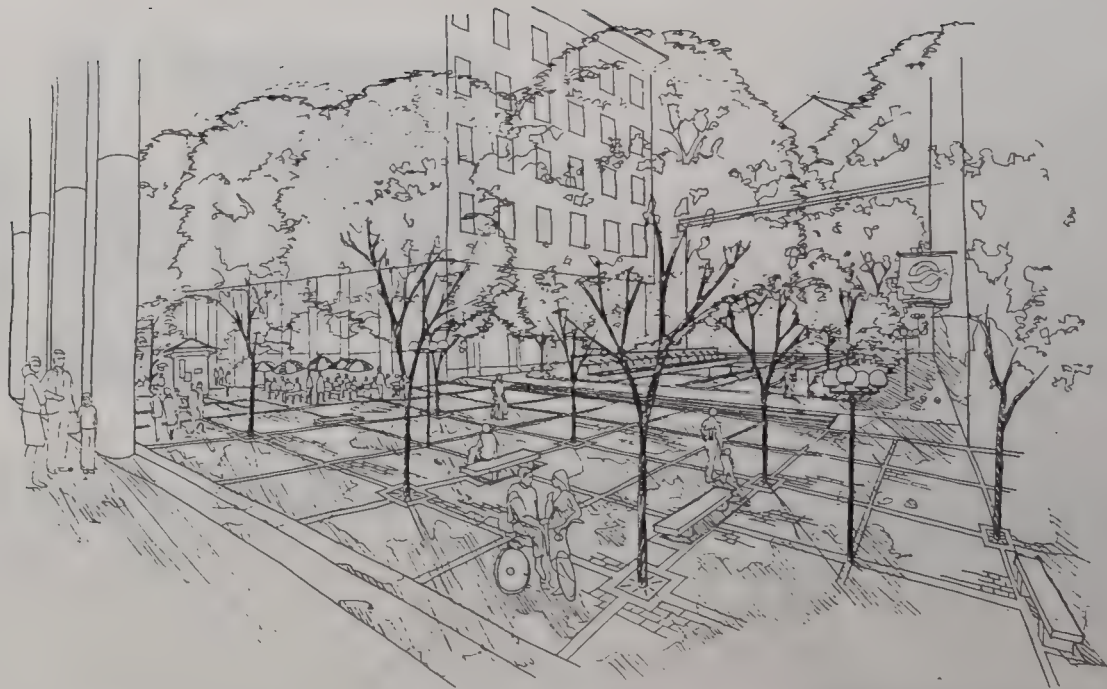


JACKSON STREET AT HUGHSON
LOOKING NORTH

EXISTING OPEN AREAS COULD BE UTILIZED FOR SMALL-
SCALE COMMERCIAL USES TO MAINTAIN STREET INTEREST
AND FLOW. THE DEPRESSED PARKING AREA WOULD BE
MAINTAINED WITH NEW USES INTRODUCED ABOVE.



POTENTIAL IMAGES FOR OPEN SPACE PENETRATION
AT DOMINION BUILDING DEVELOPMENT



POTENTIAL ENTRY COURT FOR
CONSOLIDATED COURTHOUSE DEVELOPMENT
HUGHSON STREET, NORTH OF MAIN

MAIN PEDESTRIAN ENTRY POINTS TO NEW DEVELOPMENTS
ALONG THE HUGHSON STREET CORRIDOR, ORIENTED
TOWARD HUGHSON STREET WOULD REINFORCE PEDESTRIAN
USE, WHILE OFFERING OPPORTUNITIES FOR DRAMATIC
ENTRY COURTS.



TYPICAL ARCADE

PROMOTE EXTENSION OF BUILT FORM OVER SIDEWALK TO INCORPORATE WEATHER PROTECTION AND VISUALLY INTERESTING PEDESTRIAN ROUTES.



THE MAIN FOCAL POINT, BOTH FROM THE NORTH AND SOUTH, FOR THE HUGHSON STREET PEDESTRIAN CORRIDOR COULD BE AT GORE PARK, PARTICULARLY WITH THE INTRODUCTION OF AN ANIMATED WATER FEATURE. THE EXISTING GORE WOULD THUS BE UNITED AND CONTINUOUS, FROM JAMES TO JOHN.

CENTRAL FOCAL POINT AT GORE PARK (KING STREET AND HUGHSON STREET)



TREE ARCADES PROVIDE FORM, DIRECTION, AND SCALE
FOR HUGHSON STREET PEDESTRIAN MALL.



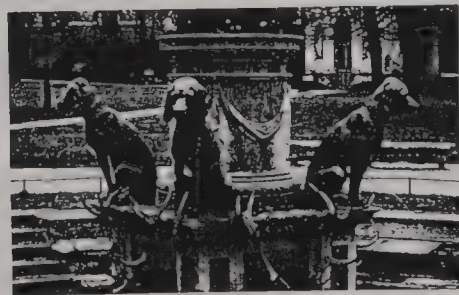
HUGHSON STREET LOOKING NORTH FROM KING



HUGHSON STREET LOOKING NORTH FROM KING STREET

A DOUBLE ROW OF STREET TREES PROVIDE VISUAL RELIEF ALONG THIS NARROW CORRIDOR DURING SUMMER AND WINTER PERIODS. THE REGULAR RHYTHM OF PLANTING PROVIDES AN OVERHEAD CANOPY ALL YEAR ROUND WHILE REINFORCING THE FOCAL POINT AT KING WILLIAM STREET.

STREET LIGHTING, TOGETHER WITH DECORATIVE LIGHTING IN TREES WILL ENHANCE NIGHTTIME USE.



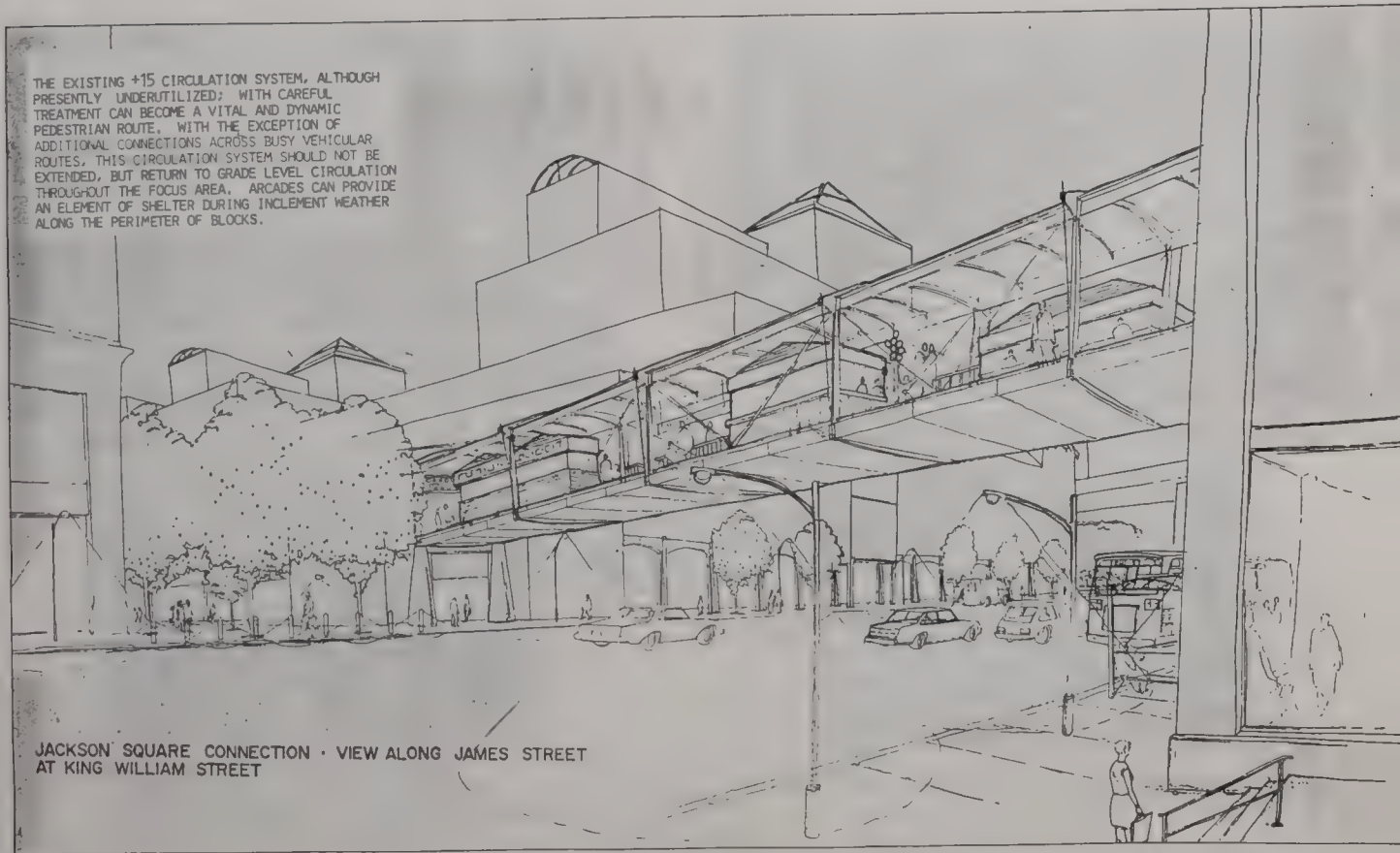
POTENTIAL PLAZA ACTIVITIES AND IMAGES



VIEW NORTH ON HUGHSON STREET AT KING WILLIAM STREET

THE EXISTING LOW RISE/HERITAGE NATURE OF THIS AREA MUST BE PROTECTED. A PLAZA CREATING A NORTH FOCAL POINT FOR THE PEDESTRIAN PROMENADE COULD CONTAIN A SMALL BUBBLING WATER FEATURE, WHICH COMPLEMENTS THE SUMMER CAFE USES. WINTER PEDESTRIANS WOULD BE TREATED TO ICE SCULPTURES OR OTHER SEASONAL VISUAL ATTRACTIONS.

THE EXISTING +15 CIRCULATION SYSTEM, ALTHOUGH PRESENTLY UNDERUTILIZED; WITH CAREFUL TREATMENT CAN BECOME A VITAL AND DYNAMIC PEDESTRIAN ROUTE. WITH THE EXCEPTION OF ADDITIONAL CONNECTIONS ACROSS BUSY VEHICULAR ROUTES, THIS CIRCULATION SYSTEM SHOULD NOT BE EXTENDED, BUT RETURN TO GRADE LEVEL CIRCULATION THROUGHOUT THE FOCUS AREA. ARCADES CAN PROVIDE AN ELEMENT OF SHELTER DURING INCLEMENT WEATHER ALONG THE PERIMETER OF BLOCKS.



JACKSON SQUARE CONNECTION • VIEW ALONG JAMES STREET
AT KING WILLIAM STREET

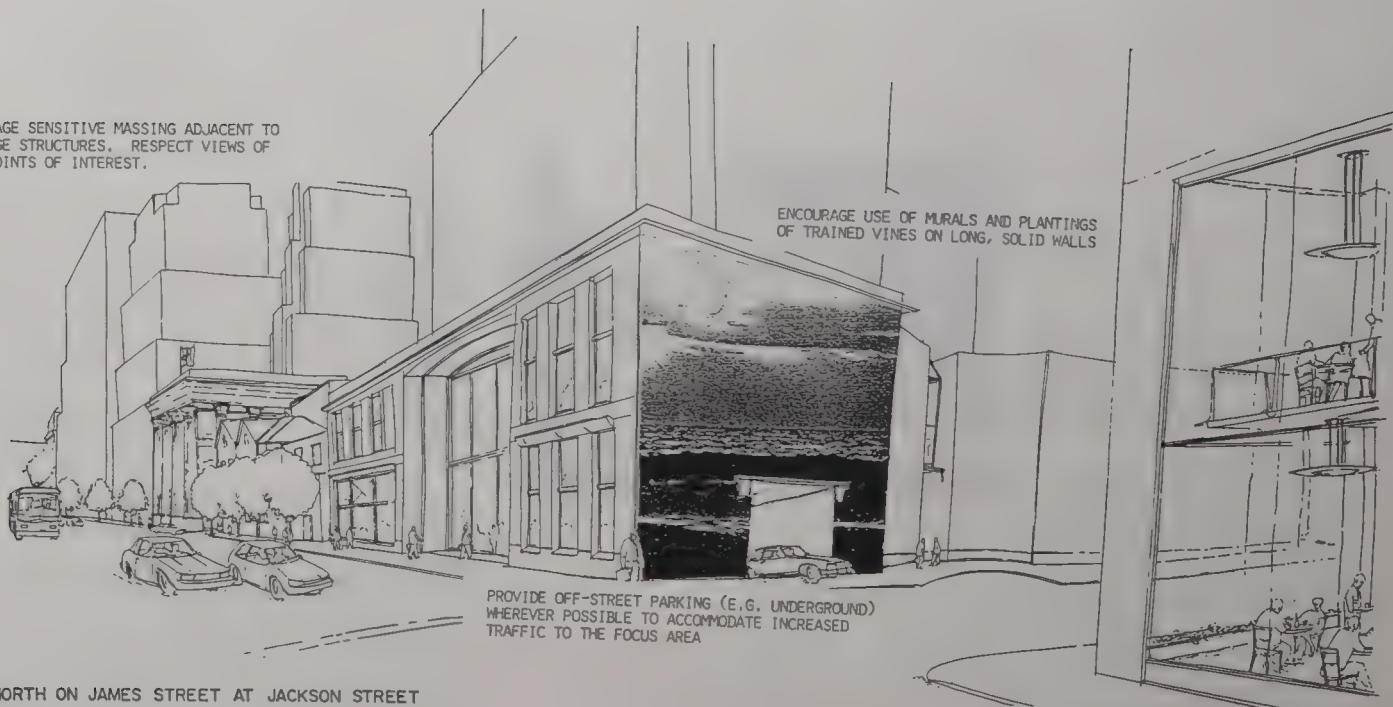
ENCOURAGE SENSITIVE MASSING ADJACENT TO
HERITAGE STRUCTURES. RESPECT VIEWS OF
SUCH POINTS OF INTEREST.

ENCOURAGE USE OF MURALS AND PLANTINGS
OF TRAINED VINES ON LONG, SOLID WALLS

PROVIDE OFF-STREET PARKING (E.G. UNDERGROUND)
WHEREVER POSSIBLE TO ACCOMMODATE INCREASED
TRAFFIC TO THE FOCUS AREA

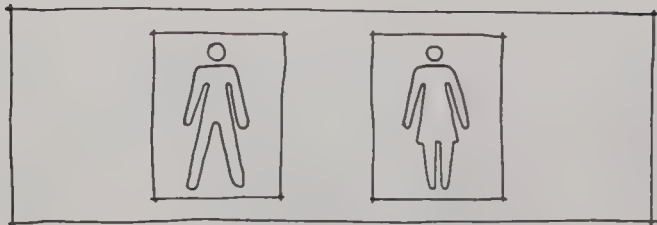
VIEW NORTH ON JAMES STREET AT JACKSON STREET

OPEN UP SUITABLE BUILDING ACTIVITIES ONTO
STREET TO PROVIDE ADDITIONAL VITALITY AND
VISUAL INTEREST





DETAILED GUIDELINES



SITE FACILITIES

WASHROOMS - PROVISION OF PUBLIC WASHROOMS IS HIGHLY RECOMMENDED. STUDY POTENTIAL OF OPENING THE EXISTING BELOW GRADE PUBLIC WASHROOMS PRESENTLY ABANDONED IN GORE PARK. EXAMINE PROVISION OF GLAZED ROOF TO INCORPORATE NATURAL LIGHT PROVIDING A BRIGHTER INTERIOR. AN ALTERNATE SOLUTION IS TO INTRODUCE AUTOMATED OR OTHER WASHROOM FACILITIES AS A PART OF THE STREETSCAPING OF THE HUGHSON STREET PEDESTRIAN MALL. FACILITY LOCATION AND DESIGN AS WELL AS THE SURROUNDING LANDSCAPE TREATMENT OF SITING TO ENSURE AESTHETIC INTEGRATION OF THESE FACILITIES INTO THE FOCUS AREA.

DRINKING FOUNTAINS - EACH PLAZA AND OPEN SPACE IS TO HAVE A DRINKING FOUNTAIN. 50% OF THE DRINKING FOUNTAINS SHALL BE 2'-6" HIGH, OPERATED BY HAND AND FOOT FOR THE CONVENIENCE OF THE DISABLED. THE SPECIAL NEEDS FOUNTAINS SHALL DISPLAY THE INTERNATIONAL SYMBOL OF ACCESS.

BICYCLES - PROVISION FOR BICYCLE PARKING SPACES SHALL BE MADE THROUGHOUT THE FOCUS AREA AND IN CLOSE PROXIMITY TO ALL PLAZAS AND OPEN SPACES. ESTABLISH AND CLEARLY DEMARCAT A TWO-LANE BICYCLE ROUTE THROUGH THE FOCUS AREA TO BECOME A PART OF THE CITY-WIDE BICYCLE SYSTEM THAT WILL CONNECT THE C.B.D. WITH PARKS AND RESIDENTIAL AREAS. BICYCLE LANES ARE TO BE TWO-WAY AND HAVE A MINIMUM OF 7'-0". CONTRASTING PAVEMENT COLOURS, PAINTED LINES AND INTEGRATED SIGNAGE WILL ESTABLISH THE CIRCULATION HIERARCHY AND ENCOURAGE USE.

GAME FEATURES - FACILITIES FOR GAMES SUCH AS CHESS, BACKGAMMON AND CHECKERS WILL ATTRACT AND INTEGRATE MEMBERS OF VARIOUS AGE GROUPS. PROVISION OF SEATING FOR BOTH PLAYERS AND SPECTATORS WILL ENCOURAGE STREET LIFE THAT IS THE KEY TO THE SUCCESS OF THE STREET AS A PLACE.

PUBLIC ART - TEMPORARY EXHIBITIONS BY LOCAL ARTISTS AND CRAFTSMEN ARE TO BE ENCOURAGED. PROVISION OF OPEN SPACES AND PASSIVE GATHERING AREAS THAT ALLOW FOR THE INSTALLATION AND ENJOYMENT OF SUCH EXHIBITS. VARIABLE LIGHTING ALLOWS FOR FLEXIBILITY IN DISPLAY. PROVIDE SEATING IN THESE AREAS FOR COMFORT DURING EXTENDED VISITS.

TRANSIT MALL - PROVIDE CANOPY STRUCTURE TO PROVIDE SHELTER FROM THE ELEMENTS AND ALLOW VIEWS OF ONCOMING BUSES. THE SPACE IS TO BE LARGE ENOUGH TO ACCOMMODATE PEOPLE IN GROUPS AND ALLOW AMPLE SPACE FOR STROLLERS AND WHEELCHAIRS. PROVISION OF SITE FACILITIES SUCH AS BUS ROUTE INFORMATION, DRINKING FOUNTAIN, SEATING, WASTE RECEPTACLES, ETC.

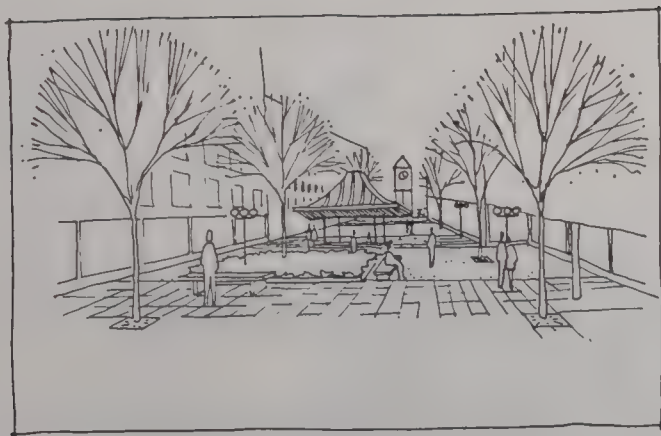


SITE ACCESS AND SAFETY

ENTRANCE TREATMENTS WILL ACT AS LANDMARKS TO THE ACCESS POINTS OF THE SITE WHILE CONTROLLING VEHICULAR ACCESS TO THE PEDESTRIAN ROUTES. PEDESTRIAN CORRIDOR MUST BE CAPABLE OF ACCOMMODATING EMERGENCY AND SERVICE VEHICLES. CONTROL ACCESS THROUGH THE USE OF REMOVABLE BOLLARDS, BARRIERS, ETC.

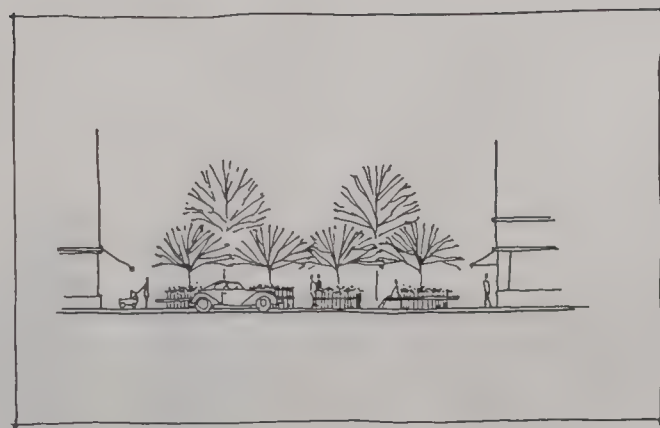
PEDESTRIAN ROUTES ARE TO BE DESIGNED IN A MANNER THAT ALLOWS VIABLE SAFE USE BY ALL PEOPLE REGARDLESS OF PHYSICAL ABILITIES. PEDESTRIAN ROUTES SHALL ALLOW FOR THE EASY PASSAGE OF WHEELCHAIRS, BABY CARRIAGES, TRICYCLES, SHOPPING CARTS, ETC.; THROUGH THE USE OF RAMPS AND DROPPED CURBS. WALKWAYS WILL BE WIDE ENOUGH TO ACCOMMODATE THE PASSAGE OF AT LEAST TWO WHEELED VEHICLES (E.G. TWO WHEELCHAIRS). ACCESSIBLE MEANS OF CHANGING LEVELS SHALL BE MADE AVAILABLE AND CLEARLY MARKED WITH THE INTERNATIONAL SYMBOL OF ACCESS. DOORWAY THRESHOLDS SHALL BE FLUSH WITH ADJACENT SURFACES.

NON-SKID SURFACES ARE MANDATORY. RAMPS AND STEPS THROUGHOUT THE SITE SHALL PROVIDE LOWERED HANDRAILS. STAIRS SHALL HAVE NO PROJECTED NOSINGS.



PEDESTRIAN SCALE AND SPATIAL DEFINITION

PROVIDE NATURAL ELEMENTS TO ACHIEVE SPATIAL DEFINITION IN THE SITE. A CONTINUOUS ARCADE OF CANOPY TREES SCALES DOWN TALL BUILDINGS AND PROVIDES A SENSE OF ENCLOSURE AND PROTECTION FROM THE ELEMENTS. EARTH FORMS WITH TREES AND GROUND COVER PLANTINGS ENCLOSE AREAS AND PROVIDE IDEAL PASSIVE SEATING AREAS. WATER FEATURES CREATE UNIQUE SETTINGS THAT CREATE A STRONG SENSE OF PLACE THROUGH VISUAL AND AUDITORY INTEREST. SHRUB MASSING DELINEATES SPACES AND SOFTENS EDGES. LANDSCAPE MATERIALS SHOULD BE OF THE SIZE AT TIME OF PLANTING TO SATISFY THESE REQUIREMENTS.



PEDESTRIAN SCALE AND SPATIAL DEFINITION

THE SENSE OF PLACE AND PEDESTRIAN SCALE WILL BE CREATED THROUGH THE DEFINITION OF BUILDINGS AND LANDSCAPING OF THE GROUND LEVEL. A BUILDING'S FIRST THREE FLOORS ARE ESSENTIAL TO THE PEDESTRIAN NATURE OF THE STREETScape. THE BASE OF THE BUILDING SHOULD BE INTEGRATED WITH STREET ACTIVITIES THROUGH THE USE OF SEATING, SIGNS, AWNINGS, RETAIL FRONTS, DOORWAYS, ETC. ABUNDANT MASSES OF TREES THAT CAN ATTAIN HEIGHTS OF 50' WILL ENSURE A HIGHER LEVEL OF ARTICULATION AND QUALITY OF SPACE. THIS PLANTING SCHEME WILL CREATE A MORE INTIMATE STREET-SCAPE AND WILL HELP REINFORCE THE CANOPY OF LARGE TREES THAT ARE HISTORICALLY FOUND IN DOWNTOWN HAMILTON. SMALLER PLANT MATERIALS CAN BE ACCOMMODATED IN RAISED PLANTERS WHILE LONG AND DEEP CONTINUOUS PLANTING BEDS WILL ENSURE OPTIMUM GROWTH FOR THE LARGE SCALE PLANTINGS.



PEDESTRIAN SCALE AND SPATIAL DEFINITION

A BUILDING'S FIRST THREE FLOORS ARE ESSENTIAL TO THE PEDESTRIAN NATURE OF THE STREETSCAPE. THE BASE OF BUILDINGS SHOULD BE INTEGRATED WITH STREET ACTIVITIES THROUGH THE USE OF SEATING, SIGNS, AWNINGS, RETAIL FRONTS, DOORWAYS, ETC.

REDUCE THE IMPACT OF HIGH STRUCTURES ABOVE THE STREET LEVEL BY ALLOWING THE PEDESTRIAN TO WALK "BENEATH" THE BUILDING WHILE FOCUSING ON BUILDING FRONTAGES AND SITE ELEMENTS AT GRADE. BUILDING OVERHANGS, ARCHITECTURAL CANOPIES, AWNINGS, ETC., PROVIDE SHELTER FROM RAIN AND SNOW BUT ALLOW PENETRATION OF SUNLIGHT. THIS PROVISION OF PROTECTED PLACES REINFORCED WITH ACTIVITY ENSURES ENJOYABLE USE ON RAINY/SNOWY DAYS. DEVELOP ROOF AREAS AND TERRACES TO OFFER DESIRABLE OUTDOOR SPACES THAT MAXIMIZE VIEWS, PROVIDE A SENSE OF SEPARATION AND PRIVACY AND ALLOW FOR INCREASED SUN PENETRATION.



IMAGE AND IDENTITY

PROTECTING AND PROVIDING ORIENTATION POINTS FOR THE FOCUS AREA PLAYS AN IMPORTANT ROLE IN FOSTERING A NEIGHBOURHOOD IDENTITY. WHERE NO POINT OF REFERENCE EXISTS THE NEW DEVELOPMENT OFFERS THE OPPORTUNITY TO INTRODUCE SUCH DESIRABLE ELEMENTS. VIEWS OF CLEARLY VISIBLE OPEN SPACES, CLOCK TOWERS, ENTRANCE FEATURES, ETC., SHOULD BE DEVELOPED AND EMPHASIZED TO ACT AS POINTS OF REFERENCE FOR MOTORISTS AND PEDESTRIANS. ARRANGING A SEQUENCE OF FEATURES CAN PROVIDE DIRECTIONAL FLOW TO NEW PUBLIC VIEWS WHICH ALSO SERVE TO ENHANCE EXISTING VIEWS. EXISTING PUBLIC VIEWS INTO, THROUGH, AND OUT OF THE SITE SHOULD BE MAINTAINED AND IMPROVED. ENCOURAGING PUBLIC ACCESS TO VANTAGE POINTS AND EMPHASIZING VIEWS OF LOCAL FEATURES SUCH AS HERITAGE BUILDINGS (E.G. TH&B), PROMINENT ARCHITECTURAL FEATURES (CHURCH STEEPLES) AND LANDFORMS (THE ESCARPMENT); CAN REINFORCE COMMUNITY IDENTITY.



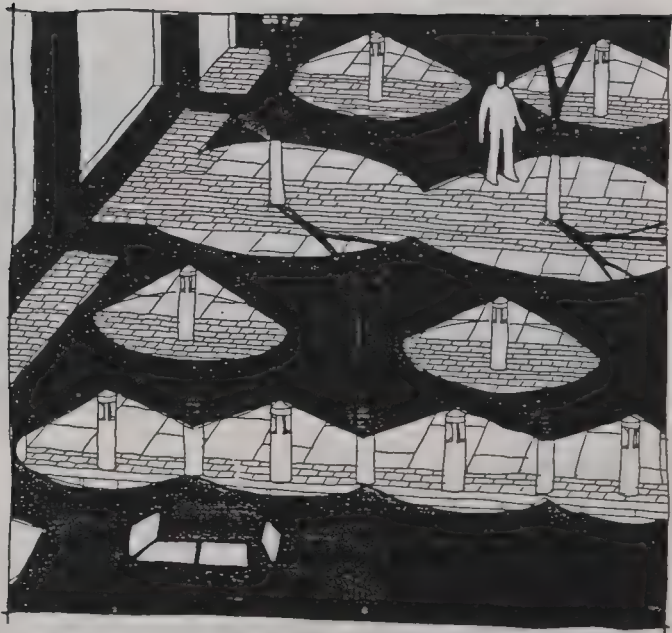
SIGNAGE

SIGNS INCREASE NATURALLY AS BUSINESSES, DEPENDENT ON PEDESTRIAN AND VEHICULAR TRAFFIC FOR THEIR CUSTOMERS, GROW IN THE AREA. SIGNS CAN CREATE PROBLEMS BY DISTRACTING ATTENTION FROM PEDESTRIAN SPACES, TRAFFIC, SIGNALS AND CONTROLS. COMPETITION TO ATTRACT CUSTOMERS LEADS EACH BUSINESS TO BUILD BIGGER AND BRIGHTER SIGNS, OFTEN LEADING TO GRAPHIC CONFUSION.



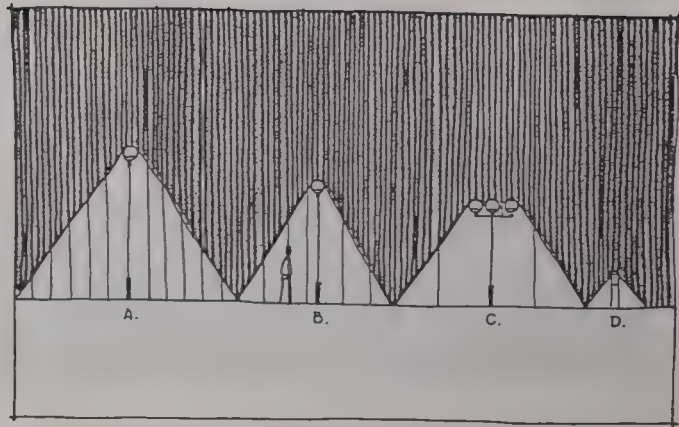
SIGNAGE

GUIDELINES BY THE CITY ARE NECESSARY TO CONTROL SIZE AND PLACEMENT OF SIGNS. THIS IS NOT TO DISCOURAGE CREATIVITY AND INNOVATION BUT TO ENCOURAGE PURPOSE AND DIRECTION. SYMBOLS CAN BE MUCH MORE EFFECTIVE THAN WORDS AND THEIR USE SHOULD BE ENCOURAGED. DEVELOP SIGNAGE FOR GROUPS OF STORES RATHER THAN INDIVIDUAL BUSINESSES. INFORMATION KIOSKS AND SITE KEY MAPS HELP ORIENT AND DIRECT SHOPPERS.



LIGHTING

USE LIGHTING TO LINK NIGHTTIME ACTIVITIES AND TO PROVIDE VISUAL INTEREST. E.G. AN ARCADE OF LIGHTS THAT ILLUMINATE THE WALKWAY TO CONNECT THE ROYAL CONNAUGHT HOTEL TO THE CONVENTION CENTER. LIGHTS AT FEEDER POINTS ACT AS NIGHTTIME LANDMARKS FOR THE ENTRANCES TO THE PEDESTRIAN MALL AND ACCESS ROUTES.



LIGHTING

SENSITIVE SITE DESIGN AND LIGHTING LAYOUT WILL NOT ONLY PROVIDE A MORE PLEASING VISUAL ENVIRONMENT, BUT WILL PROVIDE A SETTING IN WHICH USE IS ENCOURAGED BY MAKING THE PEDESTRIAN FEEL MORE SECURE AND SAFE. THE DESIGN SHALL ENSURE ALL ROUTES ARE WELL LIGHTED AT NIGHT AND ALLOW FOR EASY SURVEILLANCE OF PATHS FROM ADJOINING PUBLIC STREETS AND BUILDINGS. PROVIDE A RANGE OF PEDESTRIAN LIGHTING FOR THE DESIRED EFFECT FOR THE VARIETY OF AREAS FOUND IN THE C.B.D.

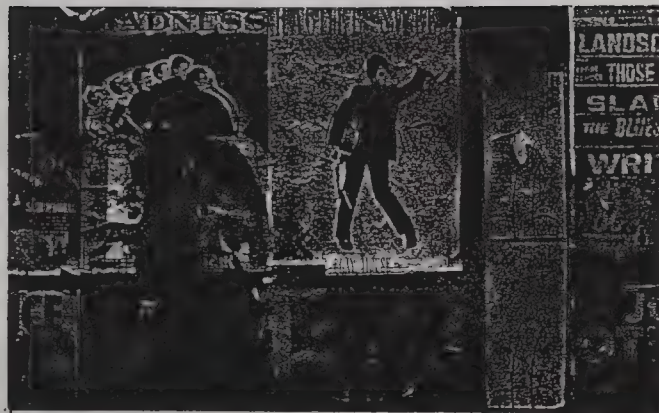
RECOMMENDATIONS FOR MOUNTING HEIGHTS: MINOR WALK LIGHTING - 15' HEIGHT, MAJOR WALK LIGHTING - 12' HEIGHT, OPEN PLAZA LIGHTING - 10' HEIGHT, AND BOLLARD LIGHTING - 4' HEIGHT.



LIGHTING

TEMPORARY LIGHTING INSTALLATION CAN PROVIDE SEASONAL INTEREST AND VARIETY AS WELL AS SERVE AS IDENTITY FEATURES FOR SPECIAL EVENTS. E.G., STREET DANCES, NIGHT MARKETS, CHRISTMAS SEASON, "MIDNIGHT MADNESS".

PROVIDE SERVICES, MOUNTING POLES, WALL BRACKETS, OVERHEAD MOUNTING FACILITIES FOR A VARIETY OF TEMPORARY LIGHTING INSTALLATIONS.



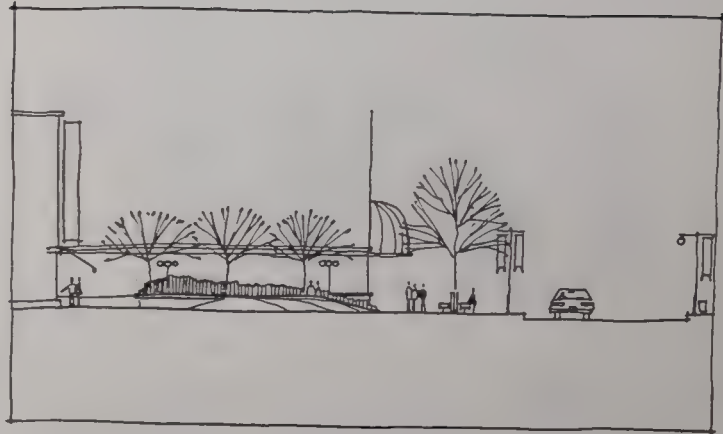
USES AND ACTIVITIES

STREETWALLS: ENLIVEN THE CORRIDOR FOR PEDESTRIANS BY PREVENTING BLANK OR SOLID WALLS ALONG THE STREET LEVEL. ENCOURAGE PROVISION THAT AT LEAST 50% OF ALL WALLS SHALL BE TRANSPARENT; THE DEFINITION OF TRANSPARENT TO MEAN WALL OPENINGS THAT ARE MINIMUM OF TWO FEET IN WIDTH. ALL WALLS WITHOUT DOORS AND WINDOWS THAT ARE 50 FEET OR OVER IN LENGTH MUST BE LIGHTED AND COVERED WITH TRAINED VINES, DISPLAYS OR MURALS APPROVED BY THE CITY OF HAMILTON.



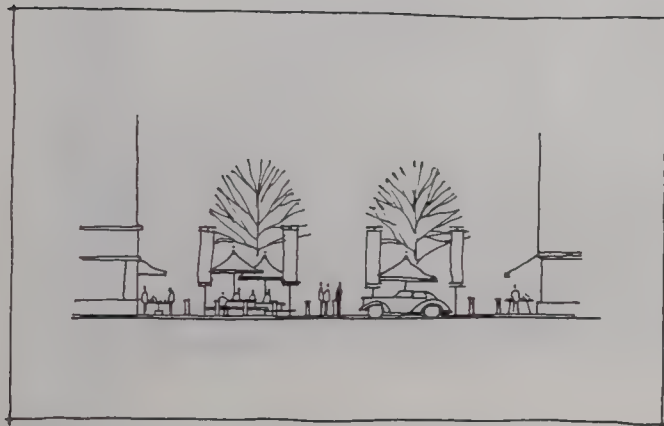
USES AND ACTIVITIES

EXISTING RESIDENTIAL ACCOMMODATION ON LEVELS ABOVE RETAIL USES ARE APPROPRIATE AND SHOULD BE MAINTAINED IN BOTH EXISTING AND NEW DEVELOPMENTS WITHIN THE FOCUS AREA. THIS MULTI-USE NATURE ADDS VITALITY TO AN AREA, ENCOURAGES LOCAL BUSINESS AND PROVIDES A NIGHTTIME POPULATION IN THE AREA. WITH MORE PEOPLE LIVING IN THE AREA A STRONGER SENSE OF SECURITY AND SURVEILLANCE IS CREATED, ENCOURAGING AN INCREASE IN USE OF SITE ACTIVITIES.



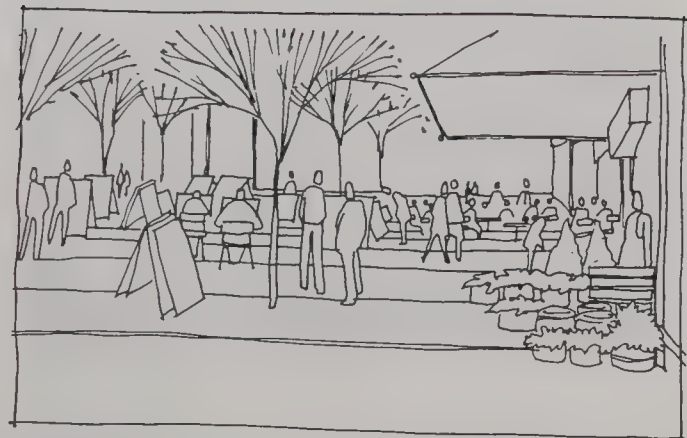
USE AND ACTIVITY

LOCATE ACTIVITIES AND FOCAL POINTS IN OPEN SPACES TO ENSURE USEFULNESS AND TO GENERATE PEDESTRIAN TRAFFIC. FURNISH OPEN AREAS WITH PLACES TO SIT AND MAKE PROVISIONS FOR SITE SERVICES SUCH AS MAILBOXES, NEWSSTANDS, KIOSKS, TELEPHONES, INFORMATION AND DISPLAY. THE SMALL PARK PROPOSED TO BE LOCATED ON THE SOUTHEAST CORNER OF JACKSON AND HUGHSON PROVIDES DEFINITION TO THE SOUTHERN PORTION OF THE CORRIDOR. THIS PASSIVE GATHERING AREA PROVIDES A SIGNIFICANT POINT OF ACCESS FOR THE EAST-WEST CONNECTION TO THE FOCUS AREA'S PERIPHERAL ZONES.



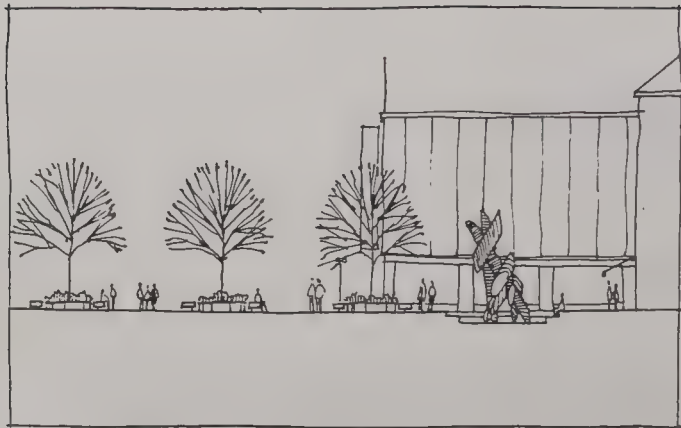
USE AND ACTIVITIES

WEEKEND EVENTS SUCH AS FLEA MARKETS, STREET DANCES, CRAFT SHOWS, ETC. HELD IN THE PEDESTRIAN MALL AREAS ON HUGHSON STREET SOUTH OF KING STREET CAN FUNCTION WITHOUT INTERFERING WITH THE 9-5 MONDAY TO FRIDAY ACTIVITIES OF THE PREDOMINANTLY OFFICE SPACE USES OF THE AREA. THIS LOCATION WOULD MINIMIZE THE DISTURBANCE TO THE AREAS IN THE FOCUS AREA THAT ARE OF MORE RETAIL AND RESIDENTIAL USE, CONCESSION STANDS, REMOVABLE BANNER POLES, SPECIAL LIGHTING, ETC.; PROVIDE UNIQUE ATMOSPHERE, INTEREST AND IDENTITY TO THESE TEMPORARY INSTALLATIONS AND THEIR USES.



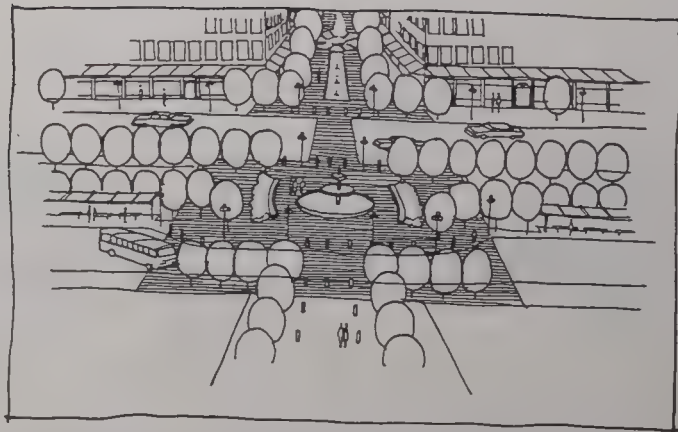
USE AND ACTIVITY

LOCAL AND DISTRICT SHOPPING ARE THE PREDOMINANT COMMERCIAL ACTIVITY ON KING WILLIAM, JAMES, AND HUGHSON STREETS (SOUTH OF KING). THE STREET LEVEL SHOULD MAINTAIN AND ENHANCE THE CONTINUOUS SMALL SCALE FRONTAGES OF THESE AREAS EMPHASIZING THEIR VARIETY AND THE DIVERSITY OF ACTIVITIES. SIDEWALK SALES, ART SHOWS, STOREFRONT DISPLAYS, ETC. EXTEND THE SHOP ACTIVITIES OUT OF DOORS TO CREATE THE UNIQUE ATMOSPHERE OF AN OPEN AIR MARKETPLACE.



USE AND ACTIVITY

ENHANCE EXISTING SITE CONDITIONS AND SHAPE NEW DEVELOPMENTS TO CREATE USABLE COURTYARD SPACES THAT ARE FORMED BY BUILDINGS AND/OR LANDSCAPING. THE EXISTING BUILDING SETBACK ON HUGHSON STREET ADJACENT TO THE COURTHOUSE OFFERS THE POTENTIAL FOR THE DEVELOPMENT OF A COURTYARD SPACE. SCULPTURE OR MURALS, DISPLAYED EITHER PERMANENTLY OR A TEMPORARY BASIS COULD CREATE A UNIQUE SETTING WITHIN THE FOCUS AREA.

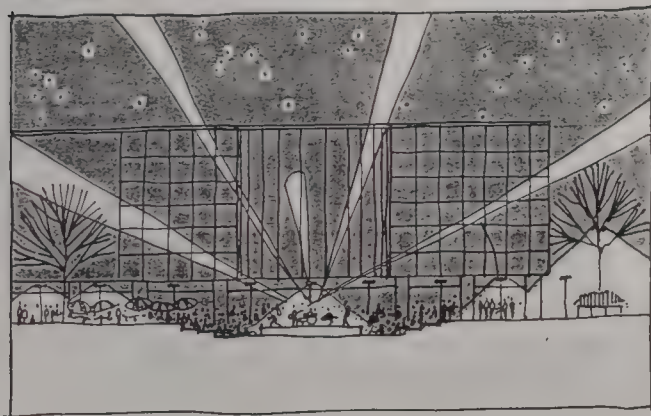
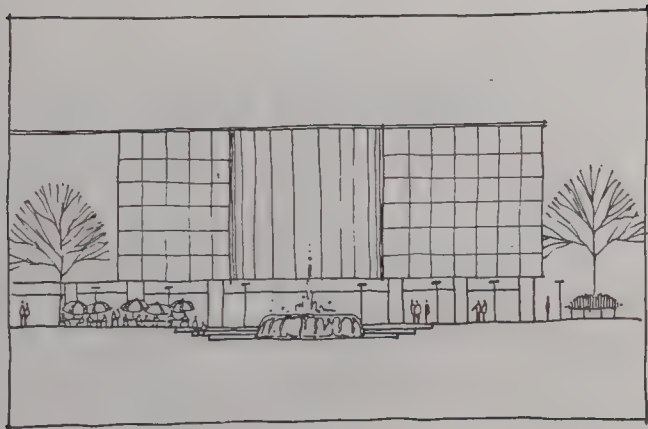


USES AND ACTIVITIES

THIS AREA IS THE FOCAL POINT OF THE C.B.D. THE OPEN SPACE LOCATED IN GORE PARK ON THE HUGHSON STREET AXIS HAS BEEN SELECTED TO ACT AS A VISUAL AND ACTIVITY ANCHOR FOR THE FUTURE DEVELOPMENT OF THE HUGHSON STREET PEDESTRIAN MALL AS WELL AS THE PARKLAND DEVELOPMENT ON KING STREET. THE IMPORTANCE OF THIS SPACE IS FURTHER EMPHASIZED DUE TO ITS PROXIMITY TO THE TRANSIT MALL AND A MAJOR VEHICULAR THOROUGHFARE AND WILL BE THE PRIMARY COMMERCIAL FEEDER TO THE HUGHSON STREET BUSINESSES.

PROVIDE A STRONG FEATURE IN THIS AREA TO ESTABLISH SITE IDENTITY AND CHARACTER. THE SITE DESIGN SHOULD INCLUDE A STRONG VERTICAL ELEMENT SUCH AS A MAJOR SCULPTURE OR WATER FEATURE. THIS FEATURE LOCATION AND CHARACTER WILL PROVIDE THE NEEDED VISUAL TERMINUS TO THE CONTINUOUS VISTA WHICH IS PERCEIVED WHEN ONE PROCEEDS ALONG THE HUGHSON STREET CORRIDOR IN EITHER DIRECTION.

USE OF LANDSCAPE MATERIALS THAT ARE SIMILAR IN NATURE TO THE STREETSCAPE ELEMENTS EXISTING ALONG THE COMMERCIAL CORRIDOR OF KING STREET AND PASSIVE GREEN SPACE OF GORE PARK WILL HELP TO UNIFY THE OVERALL CHARACTER AND ACTIVITIES OF THE C.B.D.



USES AND ACTIVITIES

THE LARGE OPEN AREA IN FRONT OF THE TH&B BUILDING IS PROPOSED TO BE DEVELOPED AS A NEW CITY PLAZA. REVISED CIRCULATION WILL PERMIT THE CLOSING OFF OF THIS AREA TO VEHICULAR ACCESS WHICH WOULD ALLOW FOR A LARGE OPEN AREA SUITABLE FOR SPECIAL EVENTS, POLITICAL RALLIES, TOURING PLAYERS, CONCERTS, ETC. SIDEWALK CAFES ALONG THE PERIMETER OF THE OPEN SPACE WOULD BE APPROPRIATE FOR THIS NEW DEVELOPMENT.



THE DEVELOPMENT OF THE HAMILTON GO CENTER AT THE FORMER TH&B STATION COULD OPEN UP OPPORTUNITIES FOR A NEW, DYNAMIC AND VISUALLY INTEGRATED INTRODUCTION TO THE CENTRAL BUSINESS DISTRICT. GO TRAIN USERS WOULD ENTER HAMILTON THROUGH ONE OF THE MOST VISUALLY STUNNING NATURAL VISTAS OF THE REGION; THAT IS, THE WEST HARBOUR, BEFORE CONTINUING ON TO THE NEWLY RESTORED STATION. WITH APPROPRIATE USE OF LANDS ADJACENT TO THE STATION, AS WELL AS THEIR SENSITIVE DEVELOPMENT, MANY ELEMENTS WOULD BE INCORPORATED TO PROVIDE A FOCUS AREA WHICH IS ACTIVE AND POPULAR. CIRCULATION ROUTES COULD ALLOW SAFE AND EFFICIENT THROUGH TRAVEL AND ACCESS FOR BOTH PEDESTRIANS AND VEHICLES (OF ALL SIZES AND NATURE).

IN ORDER TO ENSURE A VIBRANT, HEALTHY AND SAFE DOWNTOWN CORE, STREET USE MUST BE ENCOURAGED DAY AND NIGHT, THROUGH PROVISION OF MIXED USE DEVELOPMENT INCLUDING A FULL SPECTRUM OF RESIDENTIAL USES.

THE HUGHSON STREET PEDESTRIAN CORRIDOR WOULD NOT ONLY BE A SHOPPING ROUTE, BUT AN INTERESTING AND EFFICIENT PEDESTRIAN AND BICYCLE ROUTE CONNECTING VARIOUS IMPORTANT NODES WITHIN THE CENTRAL BUSINESS DISTRICT. THIS WOULD BE ONE OF THE KEY FACTORS TO ITS SUCCESS. THE ENCOURAGEMENT OF VARIED RESIDENTIAL USES IS ANOTHER KEY INGREDIENT. THIS WOULD PROVIDE PEDESTRIAN ACTIVITY ON THE STREET OUTSIDE OF DAYTIME BUSINESS HOURS. CAFE PATRONS AND LATE EVENING COMMUTERS COULD BECOME SOME OF THE USERS OF THIS AREA.

THE MOST CRITICAL FACTOR FOR THE SUCCESS OF AN INTEGRATED CENTRAL BUSINESS DISTRICT IS A CLEAR PLAN WITH RESPECT TO FUTURE DEVELOPMENT WITHIN ITS VARIED BLOCKS. PROTECTION OF HERITAGE STRUCTURES OR DISTRICTS MUST OCCUR ALONG WITH PROTECTION FOR DESIRABLE OPEN SPACES, ALLOWING SUNLIGHT PENETRATION AND MAINTAINING EXISTING VISTAS.

THE IMAGES PRESENTED WITHIN THIS REPORT ARE SEEDS FOR FURTHER DISCUSSION AND REFINEMENT. THE POTENTIAL EXISTS FOR A COMPREHENSIVE PLAN FOR THE CENTRAL BUSINESS DISTRICT WHICH NOT ONLY ADDRESSES AND MEETS THE NEEDS OF DEVELOPMENT INTERESTS WITHIN THIS AREA, BUT ALSO THROUGH ITS IMPLEMENTATION CREATES OPPORTUNITIES FOR FURTHER SUSTAINABLE ECONOMIC GROWTH.

CONCLUSION

